

# TRAFFIC INFORMATION COLLECTING AND PROVIDING SYSTEM AND METHOD UTILIZING PCS NETWORK SYSTEM

## BACKGROUND OF THE INVENTION

### 1. Field of the Invention

The present invention relates to an intelligent traffic network system, and more particularly, to a traffic information collecting and providing system and method utilizing a PCS(Personal Communication System) network.

### 2. Description of the Background Art

Figure 1 illustrates a conventional PCS network system.

The conventional PCS network system as illustrated in Figure 1 includes: a PCS terminal; BTSs(Base Transceiver Stations) for linking wired and wireless interfaces; BSCs(Base Station Controllers) for controlling base -station trceiver subsystem; a MSC(Mobile services Switching Center) which is a national network; and a GMSC(Gateway MSC or Telecommunication Service Center).

The PCS terminal is an apparatus for wirelessly providing services and a variety of character information services. There is a wireless interface between the PCS terminal and the BTS that operates through a wireless channel of a certain range. And, the BTS is disposed at the center of a service area.

The base station controllers(BSCs) are apparatus for controlling the base trceiver stations(BTSs). They performs handover of calls, control of a power signal between the BTS and mobile PCS terminals, and frequency control. The BSC is quite intelligent, and performs many operations between the mobile

frequency control. The BSC is quite intelligent, and performs many operations between the mobile terminal and the BTS. The BTS and BSC can be disposed at the same location, and the BSC can be disposed at the mobile services switching center(MSC).

5       The MSC is the core of the PCS network, and serves to set, manage, and cut a speech path by routing a call to an appropriate cell. In addition, the MSC provides a charging function and an interface for a telephone system.

10       The MSC has a HLR(Home Location Register) and a VLR(Visitor Location Register). The HLR is a database having subscriber location information of a corresponding area. The VLR is a database having information about whether the mobile terminal is in the off state or not, and whether it receives additional services or not.

15       The MSC having an interface for the telephone system is referred to as a Gateway mobile services switching center(Gateway MSC). This is a complete telephone switch capable of connecting a call between the PCS network and a fixed public switched telephone network.

Hereinafter, the operation of the PCS network system will now be described with reference to Figure 1.

20       As illustrated in Figure 1, in order to provide a call service to a certain area, the area is divided into a plurality of service areas 11 through 20, and BTSs 21 through 30 are installed and administrated at the center of the areas.

25       A call request signal of a PCS terminal 1 is transmitted to a MSC 310 via a BSC 210 through the base tranceiver station 21 of the corresponding service area 11. If the destination of a call is not a terminal of the same mobile communication network, the call is connected from the MSC 310 to a public switched telephone

network(PSTN) via a GNSC 400. On the other hand, if the destination of the call is the terminal receiving the service of the same mobile communication network, the call is delivered from the MSC 310 to other MSC 330 in the network. The corresponding MSC 330 having received a message checks where a destination terminal is currently disposed, whether or not it is in the on state, and whether or not it receives additional services, and thereafter sends the call to the destination terminal 2 via the corresponding BSC 240 and BTS 90.

Figure 2 is a block diagram of a conventional traffic network system.

As illustrated in Figure 2, the conventional traffic network system includes: a plurality of vehicle terminals 610 mounted to vehicles and collecting traffic information; an on-road base transceiver station 620 for relaying transmission/receiving of a signal between the plurality of vehicle terminals 610 and an ITS server unit 630; a plurality of ITS server units 630 connected to the on-road base transceiver station 620 and collecting/processing traffic information; and a traffic information center 500 for generally managing/operating the plurality of ITS server units 630.

The operation of the thusly configured traffic network system will be described as follows.

Firstly, the terminal 610 is mounted to a vehicle, areas requiring to collect traffic information are selected, and thereafter the on-road base transceiver station 620 is installed on the road of the selected area. The installed on-road base transceiver station 620 receives a wireless signal from the terminal 610 mounted to the vehicle passing through the corresponding area, and transmits it to the ITS server unit 630. The ITS server unit 630 collects/processes traffic information to transmit the same to the traffic information.

Accordingly, the traffic information center 500 transmits traffic information of a specific area to the vehicle terminal 610 through the on-road base transceiver station, thereby making a driver informed of the traffic state of a desired area.

However, the conventional PCS network system and traffic network system are installed/operated independently, thereby facing a system redundancy, and making a user buy an individual vehicle terminal available in the corresponding system.

## SUMMARY OF THE INVENTION

Accordingly, it is an object of the present invention to provide a traffic information collecting and providing system and method utilizing a PCS network system which is capable of providing a traffic information service utilizing a PCS network system.

To achieve the above object, there is provided a traffic information collecting and providing system utilizing a PCS network according to the present invention, which includes: a PCS terminal for detecting and storing subscriber location information only once by service areas of each base transceiver station and transmitting the detected and stored location information to the base transceiver station, a plurality of base transceiver stations installed on roads of specific areas requiring traffic information and receiving location information from the PCS terminal; a PCS network for transmitting the location information detected by the PCS terminal through the base transceiver station; and a traffic information center for checking a traffic volume and congestion conditions by processing and statistically analyzing the subscriber location information transmitted through the

PCS network.

In addition, there is provided a traffic information collecting and providing method utilizing a PCS network according to the present invention, which includes the steps of: outputting a control signal from a base transceiver station to a PCS terminal; collecting subscriber location information by using the PCS terminal; transmitting the collected location information to the PCS network through the base transceiver station; and processing the location information into a traffic information by statistically analyzing the subscriber location information transmitted through the PCS network.

Additional advantages, object and features of the invention will become more apparent from the description which follows.

#### BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will become better understood with reference to the accompanying drawings which are given only by way of illustration and thus are not limitative of the present invention, wherein:

Figure 1 is a block diagram of a PCS network system according to the conventional art;

Figure 2 is a block diagram of a traffic network system according to the conventional art; and

Figure 3 is a block diagram of a traffic network system utilizing a PCS network according to the present invention.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

reference to the accompanying drawings.

In the present invention, an intelligent transportation system(ITS) network constructing a separate network is operated in the form of an additional service of a conventional PCS network. That is, data(location information) is received through the PCS network, is processed into traffic information, is stored in a traffic information center, and is provided to a subscriber requesting traffic information through the PCS network.

Figure 3 is a block diagram of a traffic network system utilizing a PCS network according to the present invention.

The system as in Figure 3 includes: PCS terminals 1 and 2; a plurality of base transceiver stations(BTSs) 41 through 47; a BSC 200 for controlling the base transceiver stations 41 through 47; a MSC 300; a GMSC 400; and a traffic information center 500 for providing traffic information.

The PCS terminals 1 and 2 have general mobile communication service functions and traffic information service functions. The BTSs 41 through 47 and the BSC 200 serves to transmit subscriber location information collected from the PCS terminal 1 and 2 to the MSC 300.

The MSC 300 is the core of the PCS network that serves to set, manage, and disconnect a speech path by routing a call to an appropriate cell, and provides a billing function and an interface for a telephone system. Besides, it stores temporary information and permanent information of subscribers in a HLR and VLR.

The traffic information center 500 processes and stores subscriber location information signals received from the PCS network in the form of traffic information, and thereafter transmits them to a desired subscriber through the PCS network.

In the thusly constructed information collecting and providing system, the

and thereafter transmits them to a desired subscriber through the PCS network.

In the thusly constructed information collecting and providing system, the traffic information collecting and providing method utilizing a PCS network system will be described as follows.

5 Firstly, the BTSs (hereinafter, T-BTS) 41 through 47 utilized for collecting traffic information are limited to ones disposed on roads of specific areas requiring traffic information. This is to optimize the operation of the base transceiver stations and effectively separate and process information. And, the T-BTSs 41 through 47 control the number of time of transmitting location information by outputting a  
10 parameter value to the PCS terminal accessing to its service areas 31 through 37.

Thus, the PCS terminal in a running car transmits subscriber location information(the location of a subscriber and the time when the location is measured) to the T-BTSs 41 through 47. At this time, the location information is asynchronously transmitted according to a parameter value. In other words, the  
15 time interval of transmission of the location information varies by varying the parameter value according to road situations and congestion conditions.

For example, supposing that a user passes through a road at which the T-BTSs 44 through 46 are installed, the PCS terminal 2 carried with the user passes through T-BTS areas 34 through 36. At this time, the PCS terminal 2 records  
20 location information only once at each area, the recorded location information are stored without being transmitted.

If the parameter value set by the T-BTS 44 is "3", the PCS terminal 2 transmits the user location information recorded at the T-BTS areas 34 through 36 to the T-BTS 46 at once via the three T-BTS areas 34 through 36 until the number  
25 of times of recording reaches three. And, the setting of the parameter value can reduce a traffic load of the network by reducing the number of times of transmitting

a signal to the base-station transceiver subsystem 200 to one.

Therefore, the location information transmitted to the T-BTS 46 is sent to the traffic information center 500 via the BSC 200 and MSC 300 of the PCS network, and the collected location information is analyzed by the traffic  
5 information center 500.

A traffic information processor 510 judges whether a subscriber is walking or in a running car according to the ratio of time when a received location information signal is measured to movement distance. If the subscriber is in a running car, the time taken to pass through a specific interval, and, according to  
10 this, the traffic volume or congestion conditions of the specific interval is judged and statistically analyzed.

In this way, the location information collected from the plurality of PCS terminals are compared and analyzed with statistical values for various situations prepared by the traffic information center for thus being provided to a PCS  
15 subscriber.

However, if the statistical value is smaller than the reference value(time to movement distance) of the case that the PCS subscriber is in a running car, the information is considered to have no relation with the car running on the road regardless of the actual state of the subscriber of the PCS terminal 2, thus being  
20 removed. This removal of the inappropriate location information reduces data traffic load of the database 520.

As described above, the present invention can increase the efficiency of utilizing a communication network and a frequency by collecting/providing traffic information utilizing a conventional personal communication system(PCS).

25 In addition, the present invention does not need to install a traffic network system(terminal, base transceiver station, server, etc.) in order to provide traffic



information, thus greatly reducing a system redundancy and maintenance cost.

In addition, the present invention can provide convenience and economic efficiency by providing a subscriber with traffic information services as well as communication services utilizing a PCS terminal.

5 As the present invention may be embodied in several forms without departing from the spirit or essential characteristics thereof, it should also be understood that the above-described embodiments are not limited by any of the details of the foregoing description, unless otherwise specified, but rather should  
10 be construed broadly within its spirit and scope as defined in the appended claims, and therefore all changes and modifications that fall within the meets and bounds of the claims, or equivalences of such meets and bounds are therefore intended to be embraced by the appended claims.